

### REMARKS

Applicants wish to thank the Examiner for considering the present application. In the Final Office Action dated January 31, 2005, claims 1-18 are pending in the application. The allowability of claims 8-18 is acknowledged. The allowability of claim 3 if rewritten in independent form is also noted. Claim 3 has been rewritten in independent form. Applicants respectfully request the Examiner to reconsider the rejection of claims 1, 2 and 4-7.

Claims 1-2 and 4-7 stand rejected under 35 U.S.C. §102(e) as being anticipated by *Takagi* (6,324,458). Applicants respectfully traverse.

Claim 1 has been amended to include the concept of claim 2 therein. Claim 1 recites determining a relative roll angle, determining when the vehicle is in a transition maneuver, and determining a wheel lifted or grounded state for each vehicle wheel. Claim 1 further recites that when the vehicle is in a transitional maneuver and two inside wheels are grounded, setting a roll signal for control to the relative roll angle. Applicants respectfully submit that the *Takagi* reference does not teach or suggest determining a lifted or grounded state for each of the wheels. Also, the *Takagi* reference does not teach or suggest determining a transitional maneuver and two inside wheels being grounded for setting a roll signal for control to the relative roll angle. Applicants therefore respectfully request the Examiner to reconsider this rejection. Likewise, claims 4-7 are dependent upon claim 1 and are also believed to be allowable for the same reasons set forth above. Applicants therefore respectfully request the Examiner for reconsideration of claims 1-2 and 4-7.

Claims 1-2 and 4-7 stand rejected under 35 U.S.C. §102(e) as being anticipated by *Meyers* (2003/0163231). Applicants respectfully traverse.


Applicants admit that the *Meyers* reference teaches a relative roll angle as set forth in Fig. 8. Applicants have amended claim 1 as described above. The Examiner on page 3 of the Final Office Action states, "Meyers et al also discloses determining when the inside wheels of the vehicle are grounded and when the vehicle a [sic] transitional maneuver to set the roll control signal for the relative roll angle." Applicants can find no teaching or suggestion for determining a transitional maneuver. Further, applicants can find no teaching or suggestion for determining a wheel lifted or wheel grounded condition. Further, applicants can therefore find no teaching or suggestion for determining when the vehicle is in a transitional maneuver and the two inside wheels are grounded for setting the roll signal for control to the relative roll angle. Applicants

therefore respectfully request the Examiner to reconsider this rejection as well.

In light of the above amendments and remarks, applicants submit that all objections are now overcome. Applicants respectfully submit that the application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any questions or comments the Examiner is respectfully requested to call the undersigned attorney.

Please charge any fees required in the filing of this amendment to Deposit Account 06-1510.

Respectfully submitted,



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Date: \_\_\_\_\_

3/31/05